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BEGIN CONSTRUCTION OF WARSAW SUBWAY

By 1956, the north-south line and the east-west line of the Warsaw subway, with 11 kilometers and ten stations, will be completely finished and opened to traffic.

On the sections of the road which will be built by the end of 1956, electric trains with six cars will run during the main traffic hours at 2-minute intervals. By early 1957, the subway will be able to transport 45,000 passengers per hour on one line in one direction during the main traffic hours, and 500,000 passengers daily. In the years 1957 - 1965, additional lines with a total length of 25.5 kilometers will be built. The subway network will run radially, with north-south, north-east, south-west, and east-west lines crossing downtown.

The Warsaw subway will be planned and built by enterprises specially created by the state for this purpose (Metro Project and Metro Budowa), under the direction of the newly-formed Ministry of Industrial Construction. The two enterprises will have the services of highly qualified specialists and will be equipped with the most modern machines, facilities, and equipment.

Construction will begin in 1951. In the first phase of construction, shafts will be drilled and the construction sites determined. The engineering plans are already far advanced. The entire Polish industry will contribute, especially the machine-building, metallurgical, and electrical industries. Polish metallurgy will have to produce entirely new construction parts such as special plates and supporting columns. It will have to expand the production of large cast-iron rings to provide about 100,000 tons for the tunnel walls. In addition, reinforced-concrete rings for the tunnels will require about 43,000 tons of steel and 47,000 tons of concrete. Various crane installations, power shovels, facilities for freezing the soil, various electric motors, mercury steam converters, and electric locomotives will be required from expanded Polish production.

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The best Soviet specialists in subway construction, the architects of the most modern and magnificent subway in the world, the Metro of Moscow, are helping the Poles with advice and active assistance in planning and construction. For example, Soviet specialists have advised the use of reinforced concrete rings, as well as cast iron, to speed up the work and effect considerable savings in material.

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